



29 April 2014

Why we need improved Infrastructure:

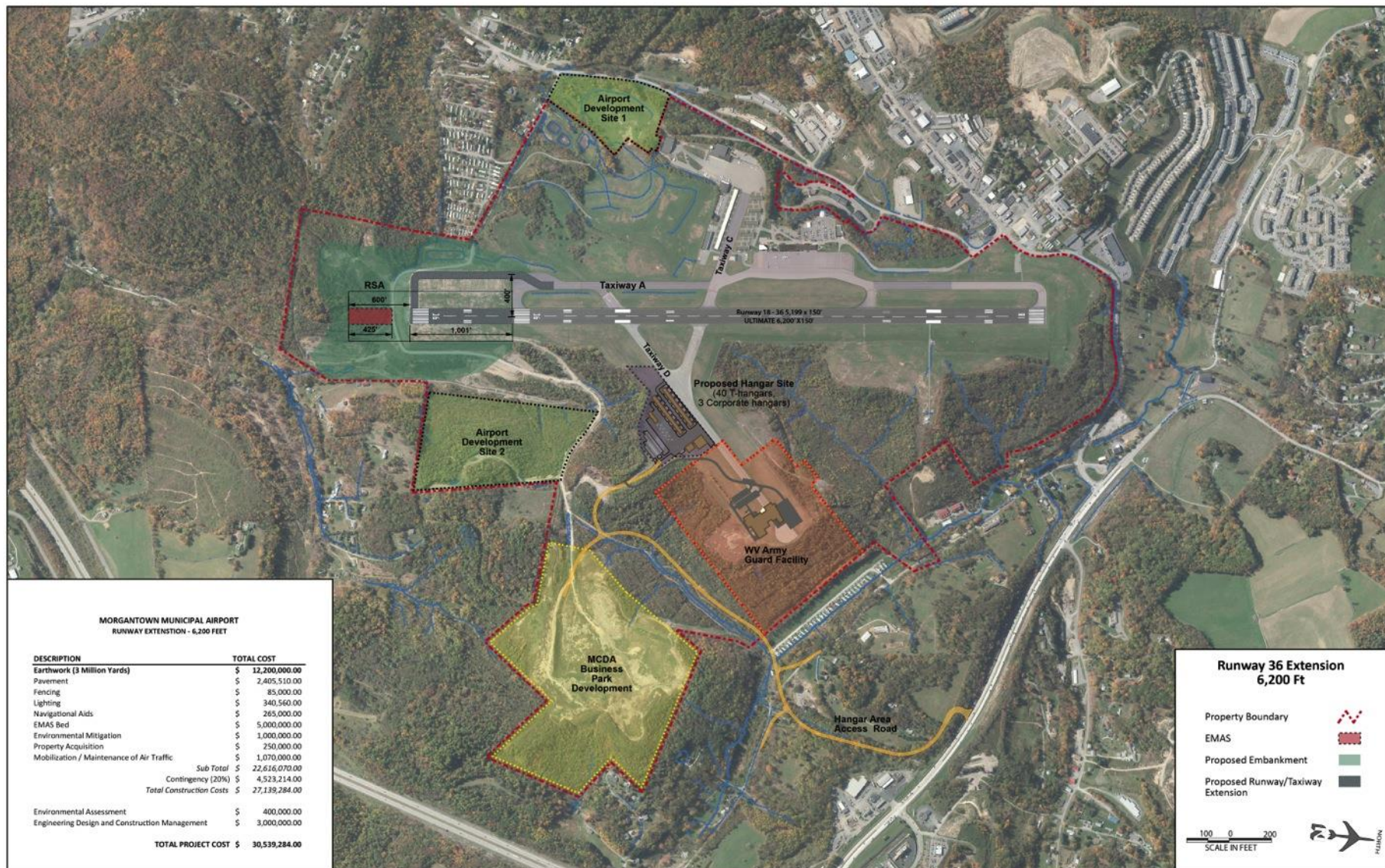
The Morgantown Municipal Airport is a gateway to West Virginia, WVU, Camp Dawson and the City of Morgantown.

Help us to meet our future needs for the growth, prosperity and the survival of our nation with a 6200-foot runway and C-17 capable taxiway.

Why it is Imperative

- **Continued Prosperity**
 - Able to receive business leaders and WVU Stakeholders
 - Promote new business in industrial/business parks
 - G-4 and others cannot land when wet due to increased liability insurance
 - Greater Return on Investment
- **National Defense/Homeland Security**
 - Continuity of Operations during National Emergencies – FEMA, DOE, NIOSH and Camp Dawson
 - Continued Growth of Camp Dawson
 - Redundancy during Contingency Operations

Morgantown Municipal Airport Updated Development Program



Morgantown Municipal Airport

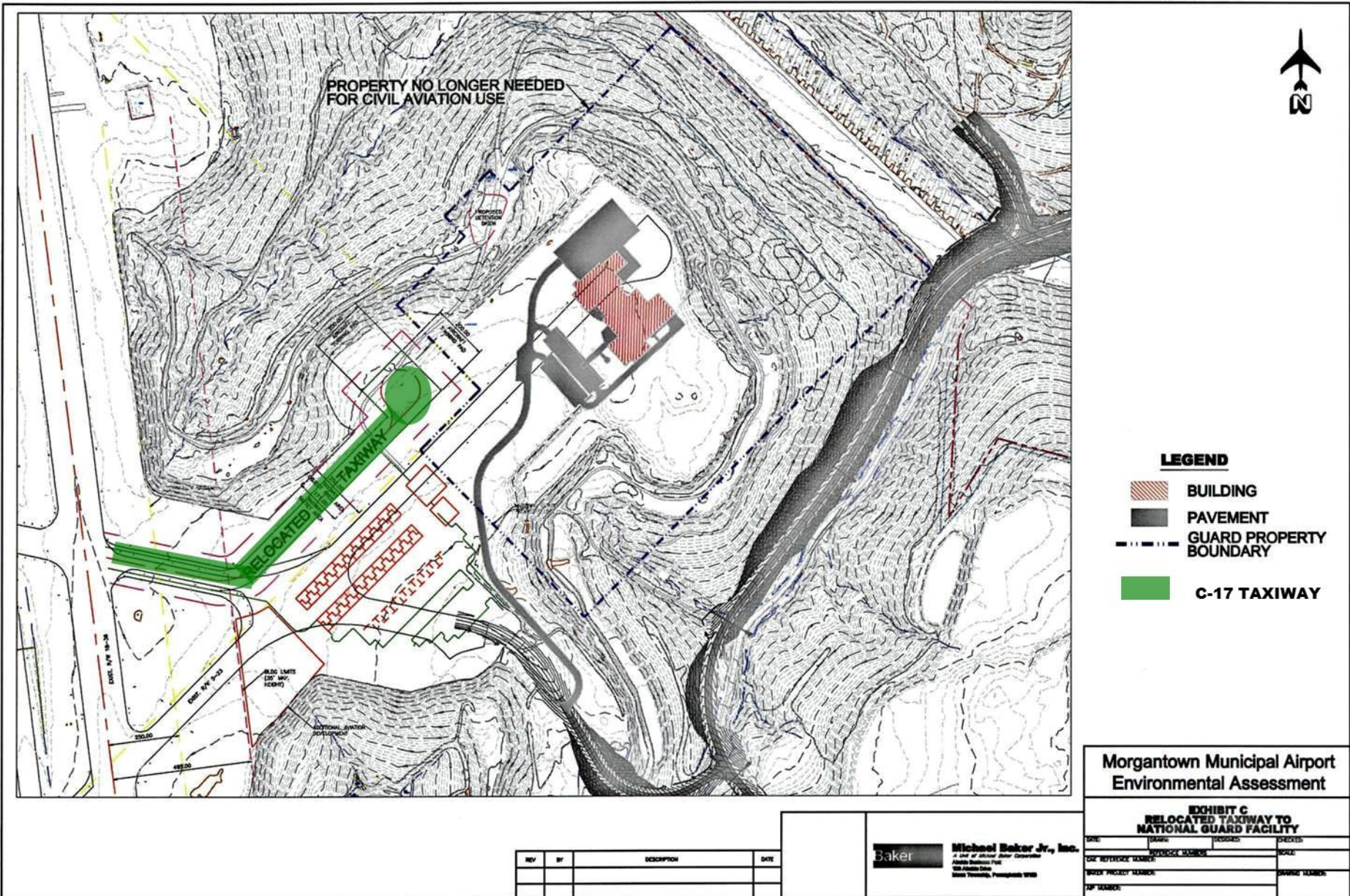
Initiatives and Projects

- WVNG Facility – Receiving Station for Camp Dawson
- Access Road
- Industrial Parks (95 acre, 40 acre and 13 acre)
- East Ramp Aviation Development
- 40 New T-Hangar Construction
 - Planning Area
- 2 New Corporate Hangar Construction
- C-17 Taxiway
- Runway Extension
- Demolition of Old T-Hangars
- West Side Corporate Development
- Foreign/Free Trade Zone – Airport and Satellites

Next Steps

- BCA for runway extension - Underway
- Innovative Readiness Training (IRT) Project
 - Now completing application for National IRT (National Guard and Army Reserve)
- EA for project – Cannot Start Until BCA
- Design/Permitting for Earthwork
- IRT Project Begins Earthwork
- Design, Bid and Construction for runway extension

C-17 Capable Taxiway



Joint Runway Extension Project

- Individual Readiness Training Project over 4 years (Earthwork) \$8 Million estimated savings
- City's Municipal Airport Contributes AIP funds for the next 5 years - \$5 Million
- City Contributes \$ 3 Million from WVU Falling Run Project over 5 years — Meeting FAA Armory Swap
- FAA Discretionary Match of City Contributions to enable the construction of the runway extension
- WVU Contributes Ancillary Funds via Falling Run and legislative support to continue forward movement of project

Cost Estimate For 6,200 Feet

- **DESCRIPTION TOTAL COST**
- **Earthwork (3 Million Yards) \$ 12,200,000.00 (Should reduce to \$4 Mil or less if it Becomes a WVNG IRT Project)**
- Pavement \$2,405,510.00
- Fencing \$85,000.00
- Lighting \$340,560.00
- Navigational Aids \$ 265,000.00
- EMAS Bed \$5,000,000.00
- Environmental Mitigation \$1,000,000.00
- Property Acquisition \$250,000.00
- Mobilization / Maintenance of Air Traffic \$1,070,000.00
- *Sub Total \$22,616,070.00*
- Contingency (20%) \$4,523,214.00
- *Total Construction Costs \$27,139,284.00*
- Environmental Assessment \$400,000.00
- Engineering Design and Construction Management \$3,000,000.00
- **TOTAL PROJECT COST \$30,539,284.00**

Cost Estimates of Bill Payers

•	DESCRIPTION	
•	TOTAL COST	
•	Earthwork (3 Million Yards)	Projected Cost Reduction doing WVNG IRT Project 75%
•	\$ 12,200,000.00	- \$8,000,000.00
•	Pavement	AIP Entitlement Funds over 5 years
•	\$ 2,405,510.00	- \$5,000,000
•	Fencing	Falling Run Funds over 5 years
•	\$ 85,000.00	- \$3,000,000
•	Lighting	
•	\$ 340,560.00	
•	Navigational Aids	
•	\$ 265,000.00	
•	EMAS Bed	
•	\$ 5,000,000.00	
•	Environmental Mitigation	
•	\$ 1,000,000.00	Remainder to be funded through FAA Discretionary Funds
•	Property Acquisition	\$14,539,284.00
•	\$ 250,000.00	
•	Mobilization / Maintenance of Air Traffic	
•	\$ 1,070,000.00	
•	Sub Total	
•	\$ 22,616,070.00	
•	Contingency (20%)	
•	\$ 4,523,214.00	
•	Total Construction Costs	\$ 27,139,284.00
•	Environmental Assessment	
•	\$ 400,000.00	
•	Engineering Design and Construction Management	
•	\$ 3,000,000.00	
•	TOTAL PROJECT COST	
•	\$ 30,539,284.00	

Cost Estimates By Timeline

FY 2014 Funding

Benefit Cost Analysis - \$170,000

Environmental Assessment - \$50,000

Total \$220,000 for FY 2014

FY 2015 Funding

Environmental Assessment - \$350,000

401/404 Permitting - \$150,000

Mitigation Design - \$150,000

Embankment Design – \$500,000

Total \$1,150,000 for FY 2015

FY 2016 Funding

Mitigation Design - \$150,000

Embankment Design – \$350,000

Embankment and Mitigation Construction - \$4,600,000

(embankment, mitigation, property acquisition)

Construction Management - \$300,000

Total \$5,400,000 for FY 2016

FY 2017 Funding

Embankment and Mitigation Construction - \$5,100,000

Construction Management - \$300,000

Total \$5,400,000 for FY 2017

FY 2018 Funding

Embankment Construction - \$4,350,000

Construction Management - \$300,000

Total \$4,650,000 for FY 2018

FY 2019 Funding

Embankment Construction - \$2,843,571

Construction Management - \$300,000

Design for

Paving/Fencing/Lighting/NAVAIDS/EMAS –

\$450,000

Total \$3,593,571 for FY 2019

FY 2020 Funding

Paving/Fencing/Lighting/NAVAIDS/EMAS

Bed Construction - \$4,895,714

Construction Management - \$400,000

Total \$5,295,714 for FY 2020

FY 2021 Funding

EMAS Bed Construction - \$4,800,000

Construction Management - \$200,000

Total \$5,000,000 for FY 2021

Funding for earthworks will
Be reduced by at least 8 million
During FY 2016-2019 if this is
An Approved WVNG IRT Project.
If approved time line can be
Compressed to 4 to 5 years based
On Funding.

Morgantown Airport Projects



6,200 Runway Extension

Back Up Slides

Vision:

To be able to support the growing needs of one of the few areas of the country with economic growth by focusing on current unmet aviation transportation requirements and leveraging all transportation, holistically to enhance capabilities synergistically for the future. To be prepared for any state or national contingency through aggressive involvement with state, national and military organizations to provide the needed infrastructure for use in those times of need.

Commercial and Corporate Vision:

Pinnacle Airlines briefed us in November 2009 that Morgantown Municipal Airport was one of three airports in the country with over 20% enplanement growth. This stands to reason as it has been reported that Morgantown is one of the few places the economy has continued to grow and new residences continue to be built. What the numbers don't show is opportunity cost of the business that cannot come due to the fact their needs cannot be met. Currently the needs of two of our city's largest employers, West Virginia University and Mylan Pharmaceuticals, cannot be met with our current infrastructure. Our university's athletic teams and major contributors can no longer fly here and Mylan's Global aircraft cannot land here. This has changed because aviation insurers now require longer runways. The Morgantown Airport is currently only limited by one thing: runway length.

Military and Interagency:

Camp Dawson has added another 600 rooms to reach a total of nearly 1,200. The West Virginia National Guard completed a new readiness center and is working on other facilities on the airport. This readiness center will also serve as a gateway to Camp Dawson as it will have its own access road. The current crosswind runway will be converted to a taxiway and it is my intent to upgrade to ensure it is compatible with USAF C-17 aircraft. This new infrastructure will allow those customers that require anonymity to maintain it as they can board their buses directly from the C-17. As the former Commander of Camp Dawson, I am aware of the numerous training capabilities and contingencies for various agencies which this airport can aid in supporting.

Camp Dawson

- Camp Dawson 27 miles from Morgantown Municipal Airport – MG Tackett called MGW Camp Dawson's Airfield and staging area
- Single point of failure during a contingency operation spells failure (CKB)
- Foreign/Free Trade Zone – Airport Hub with Satellites – Mylan, FCX Avn Systems, Petitto Mining – WV Economic Development Auth
- Benefit Cost Analysis – FAA justifies 5,800
- 80% of WVU funds from private donors

Regional Jet Service

- These Aircraft Can operate on 6,200 feet based on available performance data at maximum takeoff weight:
 - Embraer 170 (5280')
 - Embraer ERJ 135 with AE3007 A1/3 engines (6200')
- These aircraft runway lengths are for standard condition performance (@ sea level and 59 degrees F) with no adjustment for elevation or temperature (length would be longer for MGW):
 - Bombardier Q400 (4819')
 - Bombardier CRJ 200 (5800')
 - Bombardier CRJ 700 (5087')
 - Bombardier CRJ 900 (5833')
 - Dornier 328TP (3570')

Runway Extension Benefits

- **Increase Prosperity**
 - Increase size new industrial parks (Add 90 + Acres)
 - Better able to receive WVU Stakeholders & Business Leaders
 - Enable transition to Regional Jets
 - Establish Foreign/Free Trade Zone and Satellites
- **National Defense/Homeland Security**
 - Continuity of Operations during National Emergencies – FEMA, DOE, NIOSH and Camp Dawson
 - Joint Military/Civil Airfield – Mobilization Site
 - Redundancy during Contingency Operations

Steps in Progress and Significant Events

- **Steps in Progress**

- Benefit Cost Analysis – Comments back from FAA projected started in February
- Letter to WVNG for Individual Readiness Training (IRT) Support for earth moving has been transmitted. Started Packet for National Support

- **Significant Events**

- 20 February – Free/Foreign Trade Zone Brief by WV Economic Development Authority to Petitto Mining, FCX, BHI and Mylan Pharmaceuticals
- March first use of WVNG Readiness Center for RSOI of 10th Special Forces Group (ABN) for use of Camp Dawson